S U P P L E M E N T T O

1962 ANNUAL CONSTRUCTION REPORT

DIVISION OF BRIDGES

NEW JERSEY STATE HIGHWAY DEPARTMENT

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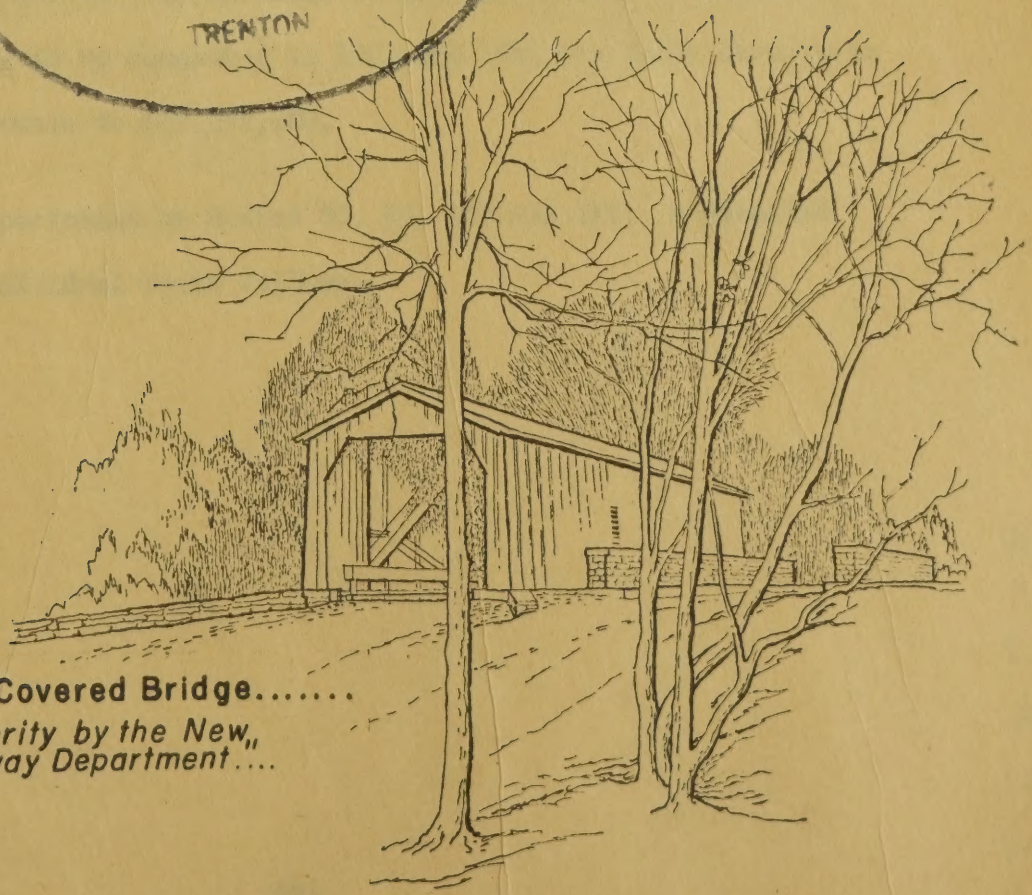

Green Sergeant's Covered Bridge.....
"restored for posterity by the New Jersey State Highway Department....

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C.2

INTERSTATE HIGHWAY SYSTEM (Funds: 90% Federal; 10% State)

Construction was completed in 1962 on 29 bridges, 7 culverts and 5 retaining walls. The value of work performed in 1962 amounted to $10,066,800 of the $17,775,500 total cost of these structures.

Construction continued on 39 bridges, 4 culverts and 6 retaining walls. The value of work performed in 1962 amounted to $13,597,700 with a balance of $3,918,000 remaining to be completed in 1963 for these structures whose total cost amounts to $19,824,800.

In addition, bids were received in 1962 for the construction of 35 bridges, 8 culverts, 8 retaining walls, and 1 sign support structures contract. The value of work performed in 1962 amounted to $2,070,900 with a balance of $9,421,300 remaining to be completed in 1963 and 1964 for these structures whose total cost amounts to $11,492,200.

The above work was performed on Routes 80, 95, 287 and 295. A detailed summary for each individual route follows.

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Interstate Route 80

Construction was completed in 1962 on 2 bridges and 3 retaining walls. The value of work performed in 1962 amounted to $4,423,000 of the $6,880,000 total cost of these structures.

Construction continued on 22 bridges, 6 retaining walls and 1 box culvert. The value of work performed in 1962 amounted to $8,316,000 with the balance of $2,900,000 remaining to be completed in 1963 for these structures whose total cost amounts to $12,150,300.

In addition, bids were received in 1962 for the construction of 9 bridges and 8 retaining walls. The value of work performed in 1962 amounted to $206,700 with the balance of $4,185,000 remaining to be completed in 1963 for these structures whose total cost amounts to $4,391,700.

The structures are located in Bergen and Passaic Counties.

Interstate Route 95

Construction was completed in 1962 on 1 bridge. The value of the work performed in 1962 amounted to $2,152,000 of the $3,695,000 total cost of the structure.

Construction continued on 5 bridges. The value of work performed in 1962 amounted to $2,545,700 with the balance of $390,400 remaining to be completed in 1963 for these structures whose total cost amounts to $3,740,300.

In addition bids were received in 1962 for the construction of supporting structures and traffic signs for the George Washington Bridge Interchange. No work was performed in 1962 and all of the work of the $252,800 contract cost will be done in 1963.

All of the structures are located in Bergen County.

Interstate Route 287

Construction was completed in 1962 on 14 bridges, 5 culverts, and 2 crib walls. The value of work performed in 1962 amounted to $2,015,600 of the $4,057,800 total cost of these structures.

Construction continued on 12 bridges and 4 culverts. The value of the work performed in 1962 amounted to $2,736,000 with the balance of $627,600 remaining to be completed in 1963 for these structures whose total cost amounts to $3,934,200.

In addition, bids were received in 1962 for the construction of 22 bridges and 6 culverts. The value of work performed in 1962 amounted to $1,048,500 with a balance of $4,600,500 remaining to be completed in 1963 for these structures whose total cost amounts to $5,649,000.

The structures are located in Somerset and Morris Counties.

Interstate Route 295

Construction was completed in 1962 on 12 bridges and 2 culverts. The value of the work performed in 1962 amounted to $1,476,200 of the $3,142,700 total cost of these structures.

In addition, bids were received in 1962 for the construction of 4 bridges and 2 culverts. The value of the work performed in 1962 amounted to $815,700 with the balance of $383,000 remaining to be completed in 1963 for these structures whose total cost amounts to $1,198,700.

The structures are located in Camden, Burlington and Gloucester Counties.

FEDERAL AID PRIMARY HIGHWAY SYSTEM (Funds: 50% Federal; 50% State)

Construction was completed in 1962 on 14 bridges, 11 culverts, 1 retaining wall, and the substructure contract for the Route 3 Hackensack River Bridge. The value of work performed in 1962 amounted to $2,341,800 of the $4,952,600 total cost of these structures.

Construction continued on the superstructure contract for the Route 3 Hackensack River Bridge. The value of work performed in 1962 on this contract amounted to $1,726,300 with a balance of $656,700 remaining to be completed in 1963 for this superstructure whose total cost amounts to $2,383,000.

In addition, bids were received in 1962 for the construction of 8 bridges, 2 retaining walls and 1 pedestrian bridge. The value of work performed in 1962 amounted to $1,032,800 with a balance of $1,178,900 remaining to be completed in 1963 for these structures whose total cost amounts to $2,211,700.

MISCELLANEOUS STRUCTURES AND MAINTENANCE (Funds: 100% State)

Construction was completed in 1962 on seven pedestrian bridges whose total cost amounted to $267,300.

Construction was completed in 1962 for storm damage repairs to the Lovelandtown Road Bridge in Point Pleasant, Ocean County. The cost of this work amounted to $90,000.

Bids were received and construction was completed in 1962 for sign support structures for Route 21 in Clifton, Passaic County; placing of beam guard rail on the Route 35 Victory Bridge linking Perth Amboy and Sayreville in Middlesex County; placing of a sidewalk and fencing for the Pequest River Bridge in Vienna, Warren County. This work, whose cost amounted to $50,800 was designed for additional safety and convenience to the motoring public.

In continued cooperation with the Maintenance Division, the Bridge Division prepared plans, specifications, cost estimates, received bids, and assigned field forces for the inspection of various projects throughout the State requiring reconstruction and reconditioning to provide added years of service for these structures.

Work completed with maintenance funds in 1962 included the replacement of concrete deck slab with steel grid flooring on Route 9; Nacote Creek Bridge; Route 9 Bass River Bridge; Route 35 Shark River Bridge; and Route 50 Tuckahoe River Bridge; all at a cost of $108,500.

Also completed in 1962 were the repairs to the deck slabs of 4 bridges on the Route 52 Ocean City - Somers Point Causeway in Cape May and Atlantic Counties; Route 1 Overpass at Pennsylvania Railroad in North Brunswick, Middlesex County; and Route 1 & 9 Morses Creek Bridge in Linden, Union County. The cost of these contracts amounted to $230,000.

Work will continue into 1963 for the deck repair on the Route 4 Hackensack River Bridge between Hackensack and Teaneck in Bergen County. Seventy-eight percent of the work in the $167,300 contract was performed in 1962 with the balance to be completed early in 1963.

One of the more unique maintenance jobs for which bids were received in 1962 was for repairs to the Pulaski Skyway Piers. This project attracted statewide attention. Thirty-one percent of the work in the $144,400 contract was performed in 1962 with the balance to be completed in 1963.

FEDERAL AID SECONDARY SYSTEM (COUNTY BRIDGES)

In continued cooperation with the Federal Aid Secondary Projects office of the Department, the Bridge Division reviewed plans, specifications, cost estimates, and assigned field forces for the inspection of various bridges throughout the State on the County System.

Construction was completed in 1962 on 3 bridges and 1 substructure contract. The value of the work performed in 1962 amounted to $637,600 of the $2,849,700 total cost of these structures.

In addition, bids were received in 1962 for the construction of 4 bridges and 1 superstructure contract. The value of work performed in 1962 amounted to $660,000, with a balance of $2,395,000 remaining to be completed in 1963 and 1964 for these structures, whose total cost amounts to $3,055,000.

Shown above is a portion of the Route 80 Bridge over the Hackensack River located in Bergen County between Hackensack and Ridgefield Park. The 1800 foot long bridge was completed in 1962 and constructed under 3 separate contracts, i.e., substructure, superstructure steel, and superstructure deck slab.

Construction started in January of 1961 on the 173-foot wide structure designed to carry 10 lanes of traffic. Over 33,900 cubic yards of concrete; 1,980 tons of reinforcement steel; 7,400 tons of structural steel; and 92,600 linear feet of piles were required to complete the $6,535,000 structure.

Shown above is a portion of the Route 95 Bridge over the Northern Railroad of New Jersey located in Bergen County in Englewood and Leonia, for which construction was completed in 1962.

The structure is 1,457 feet long, 169 feet wide and is designed to carry 10 lanes of traffic.

Construction started in February of 1961 and required over 17,600 cubic yards of concrete; 1,280 tons of reinforcement steel; and 4,300 tons of structural steel to complete the $3,635,000 structure.

Shown above is one of the 12 bridges completed in 1962 on the Federal Aid Primary Highway System.

The bridge carries Woodbridge Avenue over Route U.S. 1 and is located in Edison, Middlesex County.

Eleven all welded steel beams spanning 152 feet were used to carry the 70-foot wide reinforced concrete deck.

The cost of the structure amounts to $368,000.

Shown above is a typical pedestrian bridge, one of seven for which construction was completed in 1962.

Located near Garfield Avenue in Pennsauken, Camden County, the 6-foot wide walkway was designed for the safety and convenience of pedestrians desiring to cross Route 130.

The $28,500 cost of the structure was financed entirely with State funds.

The superstructure, composed of two 85-foot long welded steel girders, diaphragms and steel flooring overlaid with a concrete walking surface, was pre-assembled off the site and erected as a unit to allow minimum interference to vehicular traffic during construction.

MATERIALS

Approximate estimated quantities of principal materials expected to be used in construction of bridges and miscellaneous structures, bids for which were received in 1962, are as follows:

98,400 Cubic Yards	Concrete in Structures
5,130 Tons	Reinforcement Steel in Structures
8,520 Tons	Structural Steel
44,300 Linear Feet	Prestressed Concrete Beams
650 Tons	Steel Sheeting
69,000 Linear Feet	Timber Piles
13,000 Linear Feet	Concrete Piles
21,500 Linear Feet	Steel Piles
37,400 Linear Feet	Concrete Parapet
16,000 Linear Feet	Metal Railing
16,900 Linear Feet	Chain Link Fence
11,400 Square Yards	Epoxy Waterproofing

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